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UNITED STATES GOVERNMENT

Memorandum

TO : The Files: Contract 4168, Task Order 3

EP 66-161

DATE: 12 July 1966

FROM : Mr. [REDACTED]
25X1A9a

SUBJECT: Inspection Report No. 4 - RT-66P2 with [REDACTED]

25X1A5a1

1. Project Description:

25X1C1a1

2. Contractual Information:

- a. Initial Cost: \$74,176.00
- b. Request for Procurement Action: 26 October 1965
- c. Initiation Date: 24 November 1965
- d. Completion Date: 29 August 1966
- e. Deliverable Items: 1 engineering model, 4 service test models, instruction books, manufacturing drawings

3. Date of Meeting: 30 June 1966

4. Place of Meeting: [REDACTED] 25X1A6a

5. Persons Attending:

Agency

Non-Agency

25X1A9a

Mr. [REDACTED] - OC-OS
Mr. [REDACTED] - OC-E/R&D-EP
Mr. [REDACTED] - OC-E/R&D-EP

Mr. [REDACTED] 25X1A5a1

6. Contractor's Performance:



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GROUP 1
Excluded from automatic
downgrading and
declassification

25X1A5a1

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6. Contractor's Performance:

- a. On schedule and expected to remain so: No
- b. Within obligated funds and expected to remain so: Yes
- c. Satisfactory technical progress: Yes

7. Project Status:

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[REDACTED] has used prototype RCA devices in the RT-66P1 and RT-66P2 engineering model, but was recently advised by RCA that manufacture of these is being discontinued. A pair of transistors was obtained from [REDACTED], but one malfunctioned during test. Although a second pair was obtained, they do not appear to be equivalent in performance to the original pair. [REDACTED] is currently rechecking additional transistors.

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[REDACTED] has a transistor which could be used, but would require modification of the driver circuitry. A sample pair is being obtained as a possible "backup" should the [REDACTED] transistors be unuseable.

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The RT-66P2 was not in a demonstratable condition due to a broken gear in the semiautomatic tune mechanism. Although the gear was replaced during the visit, a ball bearing failure occurred in the gear train mechanism. No "live" demonstrations were conducted with the transmitter.

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[REDACTED] was advised that the fine tune knob was unacceptable in its present configuration. The knob, about 1/2" in diameter, is difficult to grasp and turn due to the load imposed on the shaft by the motor and to a lesser extent—the gear train. A knob with a fold down wing grip was suggested.

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[REDACTED] expects the transistor problem. . . .

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[REDACTED] expects the transistor problem to be resolved within the next week. About two weeks of laboratory testing will be required prior to the projected delivery date of 20 July 1966.

[REDACTED]
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(12 July 1966)

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